

Accommodations

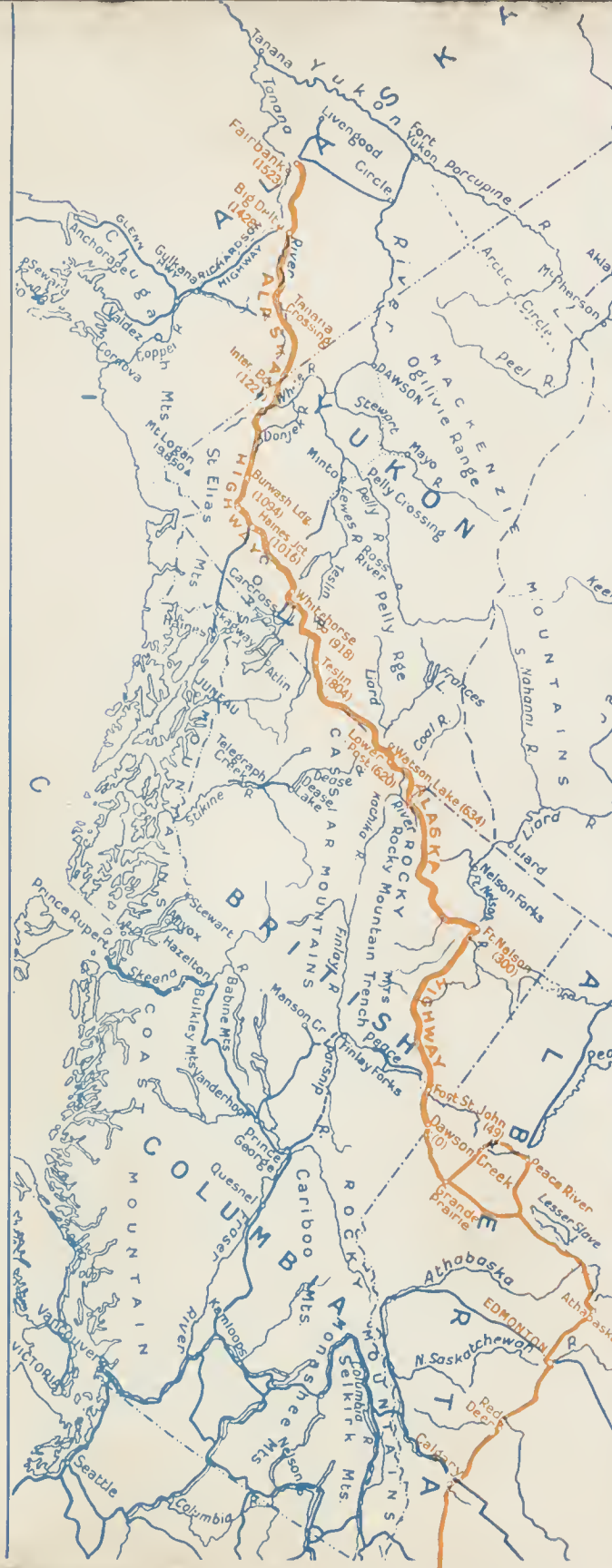
Here is the most recent list of accommodations and roadside facilities available on the Alaska Highway:

Mile	Location	Services and Facilities Available	Beds
0	Dawson Creek	B.C.—Hotels, Stores, Meals, Gas, Repairs	140
49	Fort St. John	B.C.—Hotels, Stores, Meals, Gas, Repairs	130
52	Charlie Lake	B.C.—Meal, Gas	
101	Blueberry	B.C.—Meals, Gas	4
147	Beaton River	B.C.—Stores, Meals, Gas, Minor Repairs	30
171	Mason Creek	B.C.—Hotel, Meals, Gas, Minor Repairs	10
201	Trutch	B.C.—Meals, Gas, Minor Repairs	
232.5	Prophet River	B.C.—Stores, Meals, Gas	20
233	Prophet River	B.C.—Meals, Cabins, Gas	
300	Fort Nelson	B.C.—Hotel, Store, Meals, Gas, Repairs	70
392	Summit Lake	B.C.—Meals, Gas, Minor Repairs	30
397		B.C.—Store, Meals, Gas, Minor Repairs	6
423	Racing River	B.C.—Meals, Gas	
456	Muncho Lake	B.C.—Meals, Gas	
533	Coal River	B.C.—Hotel, Meals, Gas, Minor Repairs	14
620	Lower Post	B.C.—Hotel, Stores, Meals, Gas, M. Rep.	40
632	Watson Lake	Y.T.—Watson Lake Tourist Camp ground	
634.6	Watson Lake	Y.T.—Hotel, Meals, Store, Gas, M. Rep.	18
710	Rancheria	Y.T.—Hotel, Meals, Gas, Minor Repairs	30
733.4	Swift River	Y.T.—Store, Meals, Gas	
804	Teslin	Y.T.—Hotel, Cabins, Stores, Gas Repairs	40
831.1	Ten Mile Creek	Y.T.—Meals	10
836.6	Teslin River	Y.T.—Cabins, Meals, Gas	10
843	Little Teslin Lake	Y.T.—Meals, Gas, Minor Repairs	4
872	Judas Creek	Y.T.—Hotel, Meals, Gas	10
872	Judas Creek	Y.T.—Judas Creek Tourist Camp ground	
883	Marsh Lake	Y.T.—Hotel, Meals, Gas	24
918	Whitehorse	Y.T.—Hotels, Auto C'p, St'es, Gar. Ser.	300
967	Mendenhall Creek	Y.T.—Mendenhall Creek Tourist Camp ground	
974	Champagne	Y.T.—Store	
996	Canyon Creek	Y.T.—Hotel, Meals, Gas, Repairs	14
1013	Pine Creek	Y.T.—Pine Creek Tourist Camp ground	
1016	Haines Junction	Y.T.—Meals, Cabins, Store, Gas	16
1022	Bear Creek	Y.T.—Store, Meals	8
1073	Kluane Lake	Y.T.—Gas	
1094	Burwash	Y.T.—Hotel, Meals, Store, Gas, Repairs	40
1105	Burwash Flats	Y.T.—Burwash Flats Tourist Camp ground	
1152	Lake Creek	Y.T.—Lake Creek Tourist Camp ground	
1184	Dry Creek	Y.T.—Hotel, Meals, Gas, Minor Repairs	40
1191	Niggerhead Creek	Y.T.—Store, Gas	
1206	Snag Creek	Y.T.—Canadian Immigration and Customs	
1210		Y.T.—Cabins, Meals, Gas	8
1213	Mirror Creek	Y.T.—Mirror Creek Tourist Camp ground	
1221	Canada-Alaska Boundary		
1226	Scottie Creek	Alaska—Store, Gas	
1270	Northway	Alaska—Store, Gas	
1318	Tok Junction	Alaska—Meals, Store, Gas	40
1428	Big Delta	Alaska—Meals, Gas, Stopover	
145B	Richardson	Alaska—Meals, Gas, Repairs	
1523	Fairbanks	Alaska—Hotels, Stores, Meals, Gas	

It is anticipated that accommodation and travel facilities will be augmented this season, particularly that of overnight accommodation.

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FACTS ABOUT THE ALASKA HIGHWAY



For Further Information

Call or Write

ALBERTA MOTOR ASSOCIATION
Edmonton, Calgary, Lethbridge,





North of Teslin Lake, about Mile Post 814

The Alaska Highway

RICH in tourist appeal, a scenic wonder in a land of superb attractions, the Alaska highway ranks high on the list of routes that make a powerful appeal to motorists.

Last year many thousands of cars passed over this road which was built as a wartime project. It was constructed through a veritable wilderness, with all the speed that modern engineering could employ.

Now in peacetime, the military restrictions have been removed. The highway is open to tourist travel, while comforts are only limited by the accommodations available.

The highway caught the public eye when it was built by the U.S. government under an agreement with the Canadian government. It cost \$113,824,220.

A gigantic undertaking was involved. For example, it involved building 233 bridges.

Spurred by wartime pressure, the builders employed 18,659 men on the project. This total was made up of seven U.S. engineer regiments, totalling 11,159 troops. In addition there were civilian forces which aggregated 7,500 men.

Nine months after the "go ahead" order had been given, the preliminary road was completed. The finish in such record time was marked by an opening ceremony Nov. 20, 1942, at Soldier's Summit, just above the shores of Kluane Lake, in Yukon Territory.

In 1943, final stages of construction were rushed because the military importance of this overland route to Alaska was fully realized. By the end of that year, there was a gravel surfaced highway all the way from Dawson Creek, B.C., at the southern end, to Fairbanks, Alaska, at the northern end.

The highway covers a total distance of 1,523 miles. It is 36 feet in width. The gravel surfacing is 28 feet wide for the entire route.

Control of that part of the highway which lies within Canadian territory, 1,221 miles, was transferred on April 1, 1946, to the Canadian government.

This transfer was followed by maintenance of the highway being made the responsibility of the Canadian Army Northwest Highway System, which now has its headquarters at Whitehorse, Yukon Territory.

Relaxing of travel restrictions was brought about in due course. A joint traffic control board which had been established in the war years ceased to function March 15, 1947. Subsequently, all restrictions on tourist travel were removed and this free movement now is in full effect.

The only control gate now is at the Canadian customs and highway frontier office, located at Snag Creek, Mile 1,220. This is quite near the Yukon Territory-Alaska border, which is Mile 1,221.4 on the highway.

During the past two winters, the highway has been kept open to traffic.

Last year, several road survey experts made trips over the entire stretch of highway to observe services and accommodations at first hand. They praised road conditions. One thing which was emphasized was that tourists should make certain of having adequate funds. There is no compulsory amount to be carried but one should be adequately supplied with funds, especially for emergencies.

The scenic beauty of the highway has created widespread interest on this continent and in other countries. During the past year, many of the cars were from different parts of the U.S. This year, a still greater volume is expected.

Many declare that the scenic interest is unequalled on the continent. Muncho Lake, in the Canadian Rockies, Teslin Lake which is further north on the way to Whitehorse, and the north side of the great St. Elias range, which is visible from the highway north of Whitehorse, all furnish views of exceptional beauty.

Just after leaving Dawson Creek, the motorist arrives at the \$4,000,000 suspension bridge over the Peace River. This structure is 2,130 feet in length and is the biggest bridge on the highway.

Just before reaching Fort Nelson, the road reaches the northerly extension of the Rocky Mountain Range. The highest point on the highway is Summit Lake, at Mile Post 392, where the elevation is 4,156 feet.



Teslin Vicinity



Teslin River Bridge at Johnson's Crossing. M.P. 836.3

Along this fine highway, there are hot springs which should appeal to tourists. These are located at the first crossing of the Liard River.

Much also had been told about the legendary Paradise Valley, with its stories of mystery and abundant flowers and vegetation. It is in the vicinity of the highway.

The hunter also will find much to provide thrills along the route. There are moose, deer, bear and other big game in abundance.

Officials point out that this is not a paved road. It is a gravelled all-weather highway. Consequently one has to expect dust conditions in dry weather when travelling by car.

It is possible to average 300 miles per day. The road alignment and grades are good and the sight distance ahead is good.

This highway while under the maintenance and control of the Canadian Army, has limited services and accommodations. The Army is not prepared to be on call to assist travellers who may be stranded because of a lack of funds or a shortage of car parts.

Make certain that the car is "roadworthy", even though there are no official inspections to be faced now. Here are some parts which should be carried in every vehicle: Spark plugs, fan belt, distributor coil, condenser, fuel pump, two spare tires, and tubes, tube repair kit, tire chains, tire pump, generator (brushes), distributor points, brake fluid, axle and clutch parts, light fuses, tire gauge, jack, car tools, axe and shovel, First Aid kit, tow rope or cable.

GASOLINE PRICES

At various points along the Alaska highway, gasoline may be purchased by motor vehicle operators. These retail prices per gallon as at Feb. 1, 1949, were: Dawson Creek, B.C., 46 cents; Blueberry, B.C., Mile 101, 53.2 cents; Trutch, B.C., Mile 201, 56.4 cents; Fort Nelson, B.C., Mile 300, 59.6 cents; Summit Lake, B.C., Mile 392, 62.5 cents; Muncho Lake, B.C., Mile 456, 64.6 cents; Mile 533, B.C., 67.1 cents; Coal River, B.C., Mile 543, 67.4 cents; Mile 620, B.C., 69.8 cents; Watson Lake, Yukon Territory, Mile 635, 66.3 cents. These prices include 10 cents a gallon B.C. tax at B.C. points. In Yukon Territory, tax is six cents a gallon.

Prices at main Alberta cities at Feb. 1 were: Lethbridge, 40 cents a gallon; Calgary, 37 cents; Edmonton, 37 cents. These prices include nine cents a gallon Alberta tax.



M.P. 1000. (Aishihik River Area)

TRAVEL REGULATIONS

Information as to the condition of roads in Alberta which lead to the Alaska Highway can be obtained upon application to the Alberta Motor Association offices at Lethbridge, Calgary or Edmonton.

The use of trailers and cabin trailers is permissible on the highway. However, the use of heavy trailers in conjunction with passenger cars is not recommended owing to difficulties which might be encountered on some of the longer grades.

RATE OF SPEED

Owing to the uncertain condition of wooden bridges along the highway, care must be taken at all times. Travellers are instructed to approach and cross all such bridges at a reduced rate of speed. The Canadian Government accepts no responsibility for any damage, either to persons or vehicles.

Maximum speed for military, commercial or private load carrying vehicles is 35 miles per hour. Maximum speed for light vehicles, army, commercial or privately owned (personnel carrying) is 45 miles per hour.

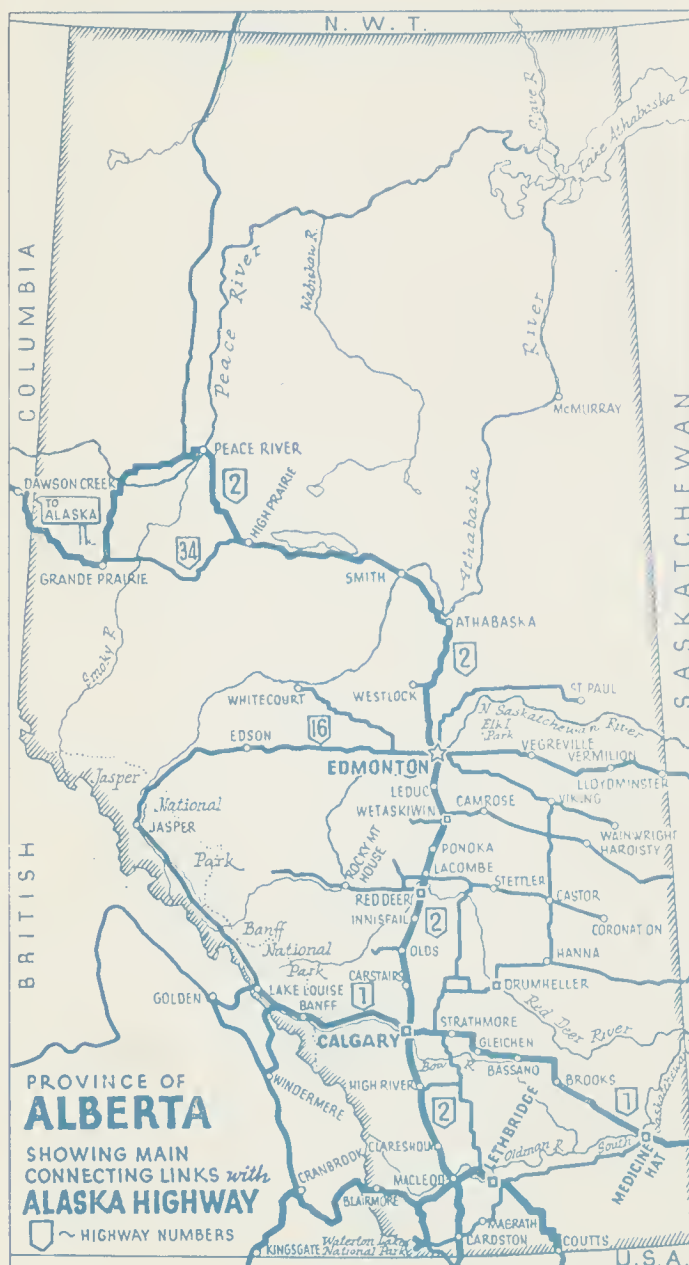


MacDonald River Area

TELEPHONE AND TELEGRAPH SERVICES

The Northwest Communication System, operated by Canadian National Telegraphs under the administration of the Dominion Department of Transport, provides facilities for public long distance telephone and commercial telegraph services at the following repeater stations along the Alaska Highway:

Dawson Creek Mile 0.0 Watson Lake Mile 634.0



For Further Information, Call or Write

ALBERTA MOTOR ASSOCIATION

Edmonton, Calgary, Lethbridge, Medicine Hat, Red Deer

Blueberry	Mile 101	Swift River	Mile 733
Trutch	Mile 201	Brook's Brook	Mile 829
Fort Nelson	Mile 300	Whitehorse	Mile 918
Summit Lake	Mile 392	Canyon Creek	Mile 996
Muncho Lake	Mile 456	Destruction Bay	Mile 1083
Coal River	Mile 533	Koidern	Mile 1156

In addition, the Northwest Communication System ties in with other Department of Transport facilities at aerodromes located at

Fort St. John	Smith River	Whitehorse
Beaton River	Watson Lake	Aishihik
Fort Nelson	Teslin	Snag.

IMMIGRATION AND CUSTOMS REQUIREMENTS

Citizens of the United States or other countries desiring to settle on lands along the Alaska Highway or elsewhere in Canada should apply to the Director of Immigration, Department of Mines and Resources, Ottawa, Canada, for information concerning immigration requirements.

United States citizens passing through Canada to Alaska do not require passports, and as a general rule will experience no difficulty or delay at the border. They should, however, possess some kind of personal identification.

The admission of rifles and shotguns into Canada is permitted. These must, however, be registered immediately with the provincial police authorities. Fifty rounds of ammunition may be brought into Canada free of duty or deposit. The entrance of semi-automatic or automatic weapons (pistols and revolvers) is prohibited. Ordinary single shot revolvers are admitted to Canada only under permit upon application to the Department of National Revenue, Customs Division, Ottawa, Canada.



Just South of Jake's Corner, Y.T., Mile Post 865.4



White River Bridge. M.P. 1169

Personal belongings, settlers' effects, sporting and camping equipment, radios, musical instruments, still and movie cameras with a reasonable amount of film (but not exceeding six rolls), typewriters for personal use, 50 cigars, 200 cigarettes, two pounds of manufactured tobacco, small amounts of consumable goods such as one or two days' food supply, gasoline and oil sufficient for 300 miles of travel, may be brought into Canada free of duty or deposit. There is no limit to the amount of cash one may have in his possession for personal use. Larger quantities of goods or materials must be transported "in bond",—that is, under seal from the U.S.-Canada border to the Canada-Alaska border.

CUSTOMS EXEMPTION

In addition to the exemption of \$100 allowed under the United States tariff regulations, a returning United States resident, who has remained in Canada for a period of not less than 12 days, is now permitted to bring back into the United States, free of duty, articles aggregating up to but not exceeding \$300 in value. These articles (which exclude distilled spirits, wines, malt liquors and cigars) must have been purchased in Canada as an incident of the trip from which he is returning and must be for personal or household use or as souvenirs or curios, and not intended for sale. This additional exemption is allowable once every six months. It should be noted that the \$100 exemption may include cigarettes, tobacco, foodstuffs, not more than 100 cigars, and not more than one wine gallon of alcoholic beverages. Compliance with the State laws pertaining to the importation of alcoholic beverages is necessary whether or not such beverages are free of duty under the \$100 exemption.

FISH AND GAME REGULATIONS

An angler's or sport fishing permit is required in Yukon Territory, and close seasons must be observed. The fees for such permits are: Resident, \$1; non-resident, \$2.

The Yukon Game Ordinance provides that no person shall hunt, trap, shoot, kill, shoot at or molest any wild-life within an area extending for a distance of one mile from either side of the Alaska Highway. Hunting within the Kluane and McArthur Game Sanctuaries is prohibited. The privilege of hunting and trapping in Peel River Native Game Preserve is reserved exclusively to the native Indian, Eskimo, and half-breed population. Elsewhere hunting is permitted in season on payment of license fees as follows:

Resident hunting license, \$1. Non-resident big game hunting license (Canadian citizens), \$75; alien, \$100. Non-resident game bird license, \$5.

Full information concerning the game regulations may be obtained from the Commissioner of the Yukon Territory at Dawson; the Territorial Agent at Whitehorse, or from the Northwest Territories and Yukon Services, Lands and Development Services Branch, Department of Mines and Resources, Ottawa, Canada.

Persons desiring to operate tourist camps, gasoline stations or other concessions along the Alaska Highway in Canada are reminded that the tourist business, particularly in this area, is a seasonal occupation. It is therefore apparent that any venture of this nature should be augmented by some other enterprise to be self-sustaining throughout the year.

B.C. REGULATIONS

Regulations governing hunting and fishing in British Columbia may be obtained from the Provincial Game Commissioner, 567 Burrard Street, Vancouver, B.C.

In British Columbia, the fee for a non-resident to hunt big game, deer and game birds, including pheasants, and to angle for fish, is \$50. The fee for a non-resident desiring to hunt big game, deer and game birds, except pheasants, and to angle for fish, is \$25.

Issued only to residents of some other province of the Dominion of Canada, a license entitling the holder to hunt big game, deer and game birds and to angle for fish will be issued on payment of a fee of \$15.

A non-resident bird license, to be issued only to residents of some other province, who produces a current firearms license for the province in which he resides, costs \$3. A non-resident angler's license, entitling the holder to carry fishing tackle and to angle for fish, will be issued on payment of a fee of \$7. The cost of such a license to a non-resident under the age of 16 is \$1.

There is a fee of \$3.50 for a non-resident angler's license issued only to persons residing in some other province, to carry fishing tackle and to angle for fish.

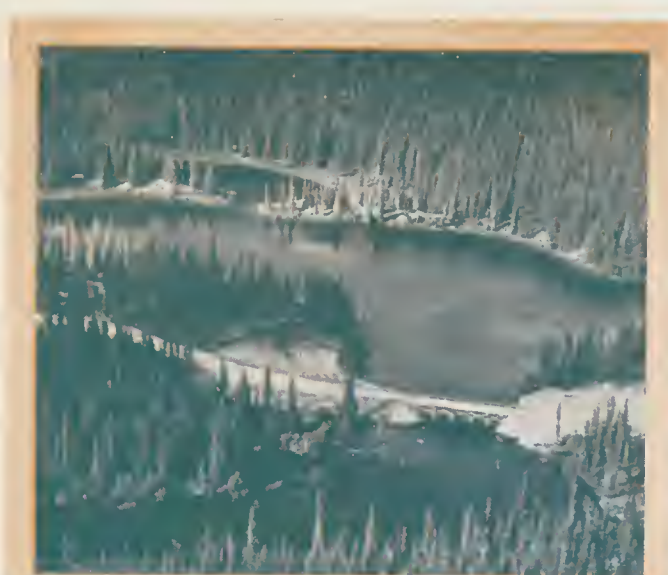
In addition to the license fees, British Columbia also requires trophy fees to be paid on all big game animals killed, whether for export or otherwise. These are: On each caribou, grizzly bear \$50; on each moose \$60; on each mountain sheep, wapiti (elk) \$50; on each mountain goat \$15; on each mule or white-tail deer \$25; on each black or brown bear \$5; on each Coast or Columbian deer \$15.

BUS SERVICES

To facilitate maintenance operations on the highway and for the benefit of travelers without automobiles, buses are operated



Swift River Valley



Old Morley River Crossing. M.P. 777

on the Alaska Highway all the way from Dawson Creek to Anchorage on the west coast of Alaska. Connections can be made by bus from any point in the United States or Canada, at Dawson Creek, B.C., or Edmonton, Alberta. British Yukon Navigation Co. (Highway Division of White Pass and Yukon Route) operates a bi-weekly service between Dawson Creek and Whitehorse, and a tri-weekly service between Whitehorse and Dry Creek, Mile Post 1184. At Dry Creek connections are made with Alaska Coachways for Alaska points. Persons traveling by bus are accommodated overnight at lodges constructed by British Yukon Navigation Co., located at Fort Nelson M.P. 300, Lower Post, M.P. 620 and Dry Creek, M.P. 1184.

Alberta

A province of great scenic beauty, containing the greatest area of national parks in Canada, Alberta occupies a position of outstanding importance to the tourist industry.

Through this province, which has a population of more than 800,000 people, the approach roads run to link ultimately with the British Columbia boundary and the Alaska highway.

The U.S. tourist on entering Alberta from the south will drive northward over a well constructed hard surfaced highway. This highway runs through the cities of Lethbridge, Calgary, Red Deer and Edmonton. It has been hard surfaced for a distance of 372 miles and this work will be extended northward during the current year.

The hard surfacing extends to Morinville, northwest of Edmonton. From Morinville northwest to the B.C. boundary, 439 miles, the highway is gravelled. The 30-mile stretch from the B.C. boundary to Dawson Creek is scheduled to see major improvements this year. This section is partly gravelled.

On the Alberta section of this northern road, a fine new steel bridge is being built at the Smoky River crossing, east of Grande Prairie, where a ferry has been in operation for many years. This bridge means the elimination of long delays when the ferry was unable to operate owing to ice break-up conditions.

In the various cities and towns in Alberta, auto camps are located, while there are numerous garages, service stations, hotels and other establishments catering to tourists.